

# White Sails Dot New York Waters As Yachting Returns to Its Own

The Season of 1920 Will See More  
Boats Afloat Than Any Year  
Since 1914

By Quinn L. Martin

**L**ITTLE white "doves of peace" are flapping their wings in the sunshine and soon they will dot the Sound and the ocean like flakes of snow standing on edge in a wash tub. For the yachting breeze is blowing and the salt sea air is calling and the doughty sea dogs of New York City are preparing to step aboard the shiny decks of their racing and pleasure craft this summer in a fashion that will set gray old Neptune chuckling with joy.

The war, with its attendant suppression of this gay summer sport and with its commandeering of scores of the larger vessels and its ever increasing cost of outfitting, cast a gloom over yachting and boating that, at times, threatened to end forever the pop of the snow white sail and the swish of the water against the glistening sides of the bounding playhouses.

## An Unexpected Revival

But the war is over. And with peace there has come a spirit of revival of water sports that has outdone even the most optimistic predictions of the hundreds in New York City and vicinity.

Just as the United States threw off its white duck and flannel to don khaki and overalls for the purpose of stepping on the neck of the late lamented Boche the yachting craze was beginning to lure scores of persons who prior to that time had felt quite satisfied to remove the glass from the tonneau and enjoy the breezes behind twin-sixes and the like. Now that their work is done they are taking up their diary where they left off, and the answer is yachts, more yachts and, incidentally, better and finer yachts.

Up and down the Atlantic seaboard one may go these days seeing and hearing the proof and evidence that the trim little racers that have been penned up since before the war and the larger and more dignified steam yachts and motor launches and houseboats are being placed into condition for sailing the rough seas once again. Brushes are recoating them with shining white, and hammer and chisel and all manner of carpenter tools are making seaworthy craft out of those pleasure vessels that have not sailed the briny deep for many seasons.

## War's Effect Still Felt

The season of 1920 will not, by any means, see a complete revival of yachting in any department. The heavy strain of the war upon the finances of every man who has owned a racing or pleasure craft, together with the fact that many of these vessels themselves were taken over by the government and used in transporting necessities of life throughout the period of the war, made inroads upon the sport that cannot be easily overcome, and while there is building going forward to some degree at present, there is, by no means, an indication that the torrid days of July will see Long Island Sound as closely dotted with the scraps of fleece this year as in 1921.

It is always considered a bad yachting year generally when there is an important contest scheduled, as there is this year in the races for the America's Cup. The knowledge that the fleetest of the two hemispheres will compete for the supremacy of the world causes other owners to "sit back and look wise," as one enthusiast has said. And so this year, along with the war's effects which as yet have not been overcome, many yachting men and women will be satisfied to watch the outcome of the experts in the great race from Ambrose Lightship.

## A Palace Afloat

The most interesting steam yacht project of recent years is the completion recently of the beautiful and luxurious Lyndonia, belonging to Cyrus H. K. Curtis, which was launched at Morris Heights on April 4, representing as she slid out into the river an outlay of well over \$1,000,000. She is a striking example of what is to come in the building of pleasure craft, and is said by experts in shipbuilding to be the neatest and yet the most thoroughly efficient piece of construction of her kind ever accomplished.

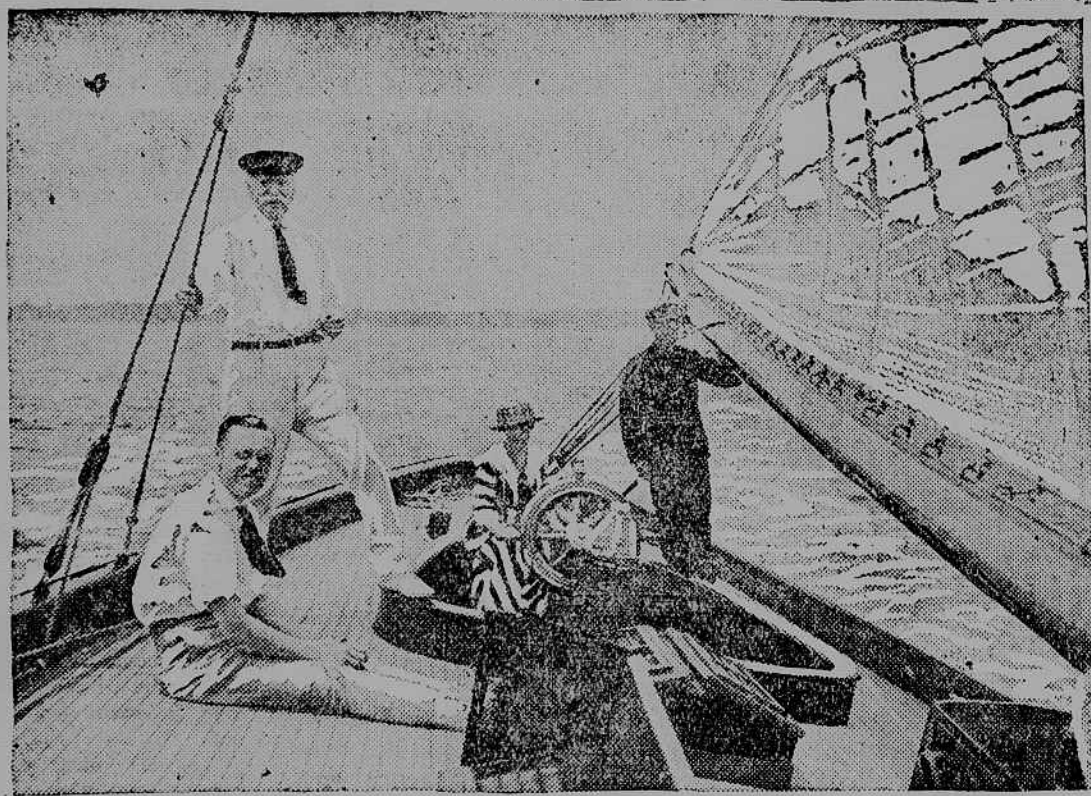
With an over-all length of 230 feet and built of steel and rich woods, the Lyndonia is a veritable palace of the waves, and will be used by her owner not only for cruises around New York City and the Atlantic seaboard, but will carry him and his family to other ports, where they will find no peers and very few equals.

"It is a splendid thing for the nation itself," said one well known yachtsman, "to be represented

ed by such a wonderful craft as this."

The Lyndonia is equipped with Sperry gyroscopes and has wireless telephone and telegraph arrangements. Thirty men will manage her, and she will present an appearance in her interior such as cannot be outdone by even the finest hotel suites in New York City or in the world. Her long, spacious bedrooms and living rooms, furnished in rich tapestries, rugs and furniture, have no equals, even in the great oceangoing liners, such as the ill-fated Lusitania or the Mauretania or the Leviathan. Those steamships, according to men versed in the equipment of oceangoing craft, were the most expensively furnished of anything on the seas. It is said the new craft of Mr. Curtis surpasses them in every detail.

A stateroom, spacious and light, furnished in the most elegant materials obtainable; walls done in white paneling, carpeted in the richest designs, is said to present a sight never before beheld on any oceangoing craft, regardless of size or cost. There is a dining saloon containing a long table made of the most costly woods, surrounded by twelve chairs, a long, low buffet at one end and walls in wood of panel design, with electric lights in small brackets half way to the ceiling. And in the smoking room another



G.W. Scott entertains  
on "Miladi." EDWIN LEVICK PHOTO

outlay of furniture that dazzles the eyes has been placed. Ceilings in floral work, with glass panels beside the staircase, antique decorative pieces resting upon a mahogany writing table and deep leather chairs sitting about the wide room make it a den of beauty, one to challenge the excellence of any home in the world.

## A Tiny Ocean Toy

Although Mr. Curtis's new vessel is one to attract the attention of all lovers of sailing craft, there is another venture that has aroused quite as much interest this season. It is the tiny Victory Dink, a mere infant alongside this great cruiser, yet having all the requirements of a first class boat and costing not one-hundredth as much to operate or to buy. No, not one part of one-hundredth! Because for \$125 one may purchase this latest toy, and it is 10 feet over all, 4 feet 3 inches extreme beam and 4 feet wide at the bottom.

The Victory Dink, suggested as a class by James Sparkman, strange to say, perhaps is being bought by men of large means in New York, and is declared to be a roaring success wherever it has been tried.

Its sail area is 55 square feet, and it is said Charles D. Mower, who was commissioned to design the small boats, has turned out a most attractive little vessel.

It will be interesting to see the majestic steam yacht Corsair, belonging to J. P. Morgan, when she makes her post-war debut in conjunction with the international races bearing on her smokestack her chevrons of war service. She went through the war, doing service where she was most needed, and now is being overhauled, and when she appears within a few weeks will be as sparkling and as spotless as she was the day she was built.

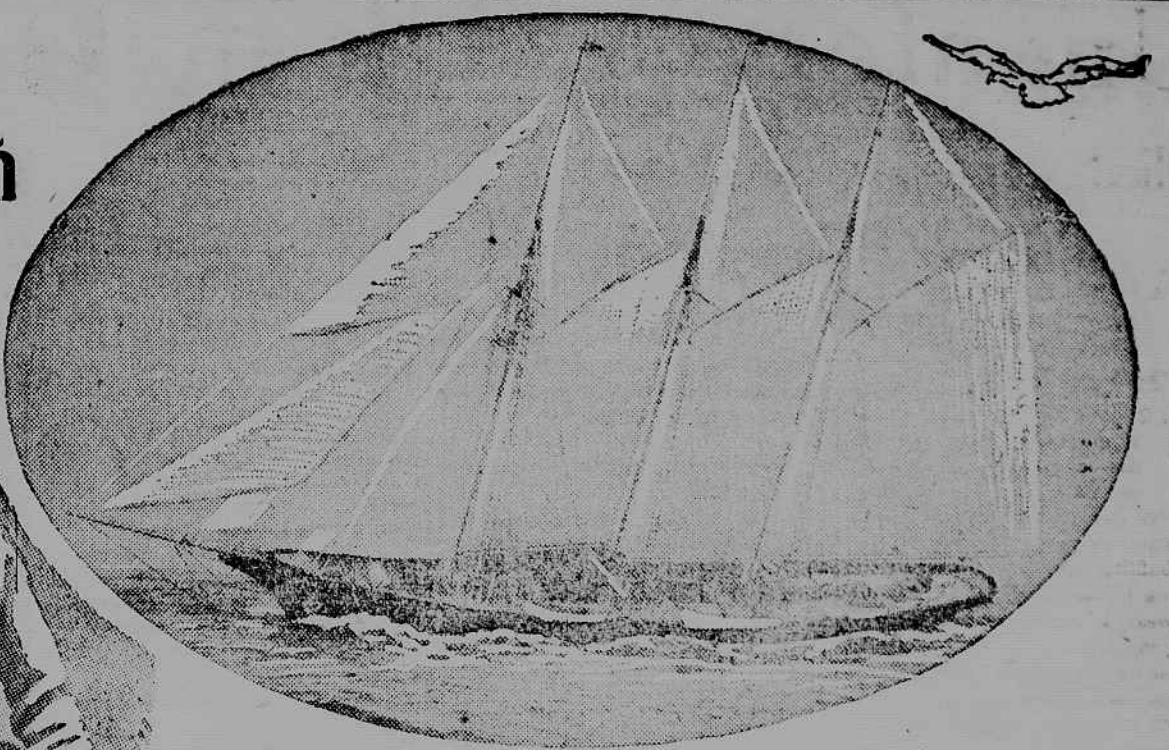
Mr. Morgan also will be seen this summer in his thirty-footer, which has made a brilliant record for speed.

One of the brand new yachts that will take her place this season along-

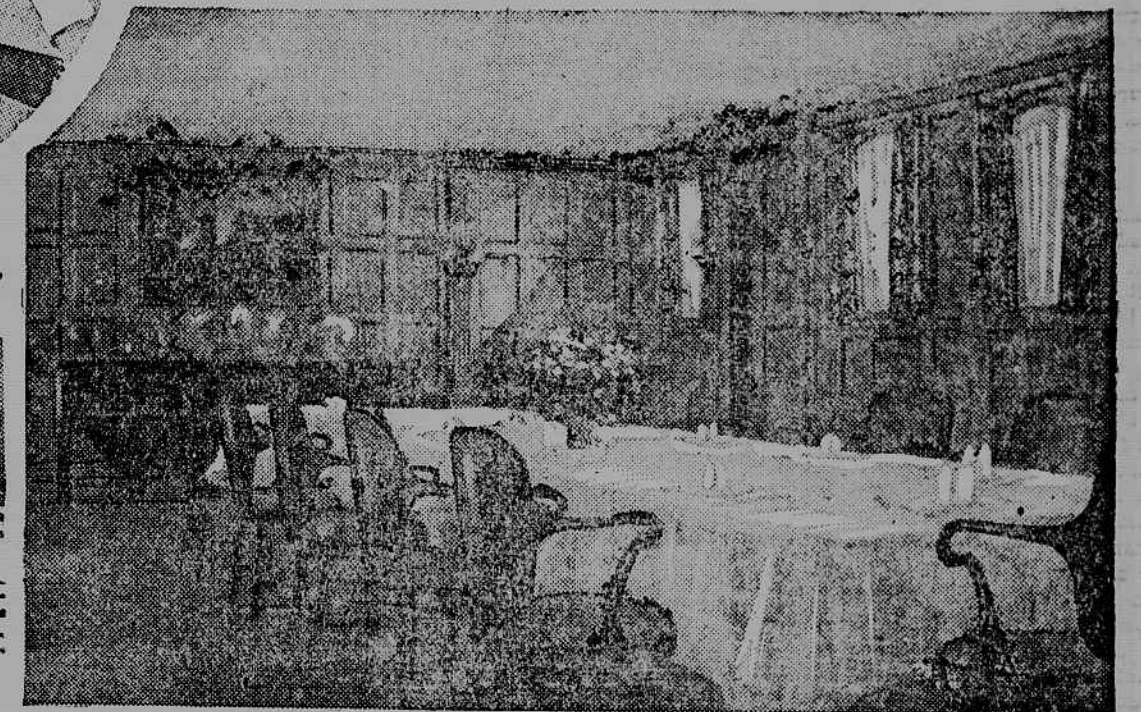


Cornelius Vanderbilt Jr.  
at the helm of the "Comet."  
PHOTO © UNDERWOOD UNDERWOOD

J.P. Morgan at the  
helm of his 30 footer  
M. ROSENFIELD PHOTO



Edgar Palmer's new "Guinevere." EDWIN LEVICK PHOTO



Dining salon of the Curtis yacht, "Lyndonia"  
M. ROSENFIELD PHOTO

his faith. She has a record that is envied by many, and he will be seen this summer back at his old game after a long period in which he has done little sailing.

## The Vanderbilt Tradition

It recalls to the minds of the older yachtsmen and those who have read much of the exploits of his famous ancestor, Commodore Vanderbilt, his love of the open end of the sea, when they see the manner in which Cornelius Vanderbilt Jr., son of Brigadier General Cornelius Vanderbilt, handles his latest craft, the Comet. Mr. Vanderbilt was seen often just prior to the war, in which he took part, at the Larchmont Yacht Club regattas, and in the last of these occasions he won honors with the Comet that place him in the fore as one of the "coming" youngsters.

Mr. Vanderbilt is not without his superstitions either, because either beside him or in his lap he always carries his mascot, and he will tell you that if he ever enters into and wins anything worth mentioning at all he will explain the reason why he chose just such a wooden bird as that for his companion at the helm.

It is considered likely that the season will see many of New York's

Vanderbilt, one of the finest of her class in existence, will be flapping her wings to the sweltering shore again.

Just how many others will partake of the sport this summer is problematical, but it may safely be said that by the late summer of 1921 the water in the vicinity of New York City will see the greatest outpouring of sailing vessels in history.

One may visit the spots any day now where men are climbing about the exterior of their yachts preparatory to their first dip in three or four seasons and see the wide interest that is being displayed by the young women of the city. Scores of them will be sailing their own boats this year and next, and according to the builders many orders are being received from the girls themselves.

Miss Claire Whittlesey, owner of the Meteor, who raced her way to fame a few seasons ago, will head the call of peace and sunny weather and be back at the helm, it is said, as will many other young women who heretofore have been content to "just go along as company."

## A Year of Races

And the attentions of New York men and women are not altogether centered upon water activities at home alone. The challenge of G. A. Wood for the British international trophy and races in other climes are causing buzzing of "yacht talk." The eleventh contest for the British international trophy, which is to start on August 10 behind the Isle of Wight, in England, promises to furnish much of interest to the American yachtsman, since Mr. Wood and perhaps two other Americans will be involved in the race.

Word comes from Havana that the racing season on the water there has been successful to the extent of predicting that by next season, owing to the change in "dampness" of the climate, there will be many yachtsmen heading for the islands off Florida for at least a short stay, and in some cases for a protracted sail thereabouts.

Of course, the little matter that is to be decided off the shores of New York this summer for the America's Cup is about the most important bit of racing to be attended to at present. The attempt of Sir Thomas Lipton to come up with a victory with his sloop Shamrock IV, which was held up by the war, certainly will attract the attention of every man and woman interested in this great summer play. It is said that thousands of persons from Middle West and Western cities, such as St. Louis, Chicago and San Francisco, will be here when the great contest begins.

## Rules for the Race

Beginning at 11 o'clock each morning, when the races start in July, the time limit is expected to be six hours. The races will be resailed in case the leader does not finish within that time. The New York Yacht Club reserves the right to name the defending yacht any time up to within a week of the race,

so that either the Vanitie or the Resolute may be the craft to defend the cup. The sloops, no doubt, will be put into shape early and many try-outs made before the actual contest begins, and thousands are expected to see the yachts before they are finally ready for the battle.

The Resolute is now at Bristol, in the Herreshoff yards, and it is said she is in excellent condition; this despite her long lay-up throughout the war. Charles Francis Adams 2d will handle her. It was he who steered her so successfully in 1914. She is owned and managed by Robert W. Emmons, and Captain Christensen will continue as her master.

The Vanitie has been placed in the hands of the cup committee by A. S. Cochran, her owner, and George Nichols will have charge of her. She will be fitted out at City Island, at the yard of Robert Jacob.

## Roast Beef And Roses

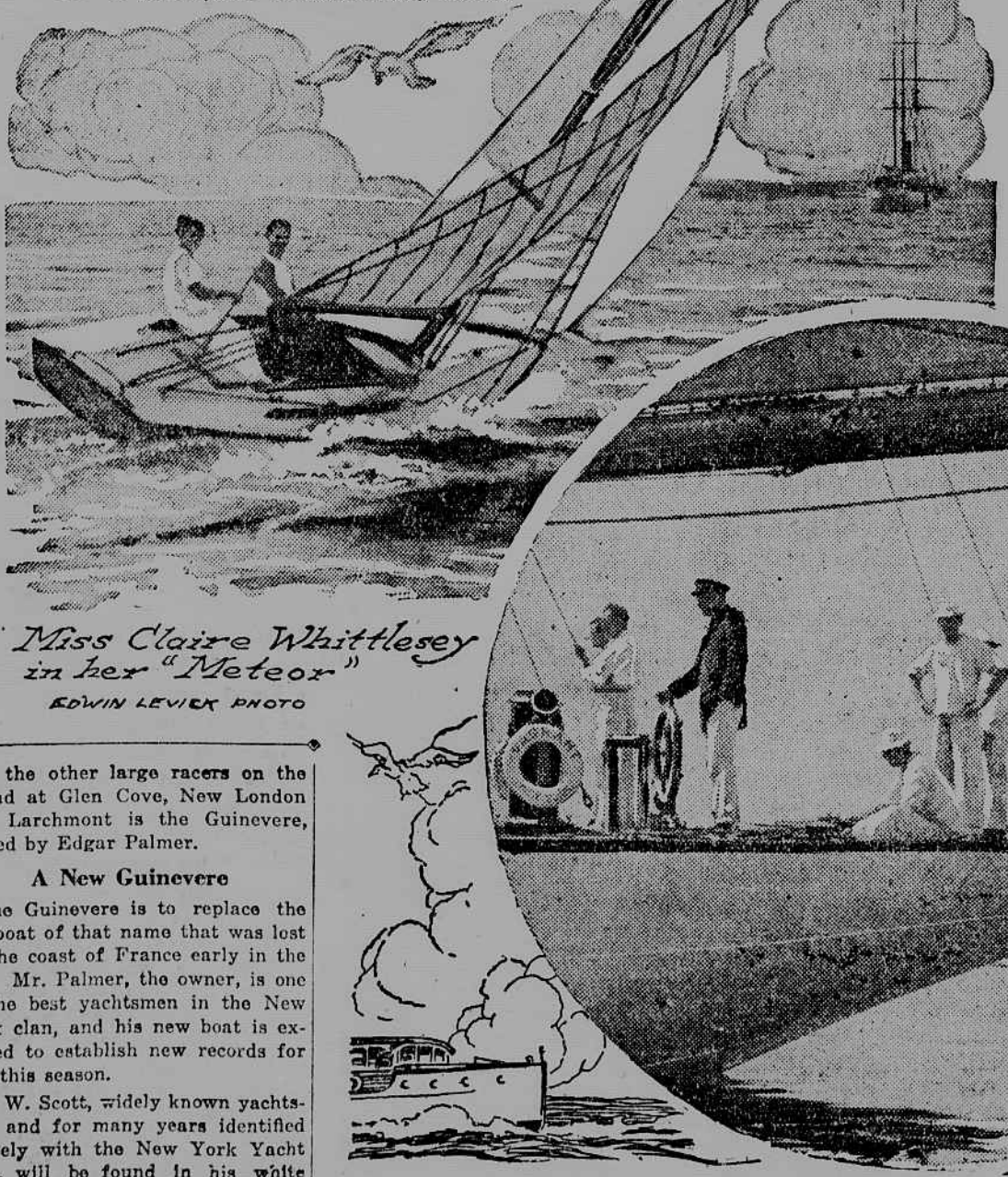
A THICK, brown steak on a piping hot platter, with an American Beauty rose lying alongside. A cut of fine roast beef with a little twig of violets surrounding it. An order of ham and eggs, edged with orchids!

Absurd? Not at all. It is the new order of things so far as garnishings are concerned. The time is not far distant when you may consider yourself neglected indeed if your waiter brings you a roast chicken without a pansy or a tulip peeping out from underneath, or a roast young duckling without a dandelion or a geranium lying there beside it on the plate.

Louis Paquet, chef of the Hotel McAlpin and onetime superintendent of food preparation at the White House in Washington, declares he can show that the rose, the violet, the orchid and other flowers can be used as garnishings and ingredients of salads and other delectable viands, giving an entirely new touch that increases one's interest in what he is eating.

And just to demonstrate his belief he began chopping up the petals from a beautiful red rose in the kitchens of the McAlpin, preparatory to the completion of a fruit salad that contains, as he said, every known fruit under the sun. Besides, it was to have rose petals in it, so flavored and worked into the salad itself as to add greatly to the taste and appearance of the food.

"The garnishing of foods with flowers," he said, "is going to be an easy matter to teach Americans, but they may hesitate a little about cutting up violets and roses into their foods. It will be done, though, sooner or later. You just watch and see."



Miss Claire Whittlesey  
in her "Meteor"  
EDWIN LEVICK PHOTO

side the other large racers on the Sound at Glen Cove, New London and Larchmont is the Guinevere, owned by Edgar Palmer.

## A New Guinevere

The Guinevere is to replace the old boat of that name that was lost off the coast of France early in the war. Mr. Palmer, the owner, is one of the best yachtsmen in the New York clan, and his new boat is expected to establish new records for him this season.

G. W. Scott, widely known yachtsman and for many years identified actively with the New York Yacht Club, will be found in his white trousers and flat top cap this summer on board his little yacht Miladi, doing some merited racing himself.

Mr. Scott is one of the pioneer yachtsmen of the present class in New York City, and it has been due largely to his efforts and to his faith in the future of the sport that it has gained such rapid headway in

recent years. No race of consequence has been held in years within reasonable distance from his home that this champion of the sailing craft has not attended. He has taught more young men how to handle a yacht than any other man in New York City, it is said, and he is

known throughout the land as an authority on the construction and handling of them. It always has been his firm conviction that years are added to lives by the exercise afforded those who go in for his favorite pastime, and the Miladi is a splendid example of

well known yachtsmen under their sails again after having practically abandoned them throughout the period of the war. Vincent Astor and General du Pont and others, it is said, have signified their purpose to put their vessels into shape again. The Vagrant, belonging to Harold

Harold  
Vanderbilt  
at the  
wheel of  
the  
"Vagrant."

M.  
ROSENFIELD  
PHOTO